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Approved For Release 2002/08/06 : CIA-RDP68B00724R000100070053-6

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17 JUL 1966

MEMORANDUM FOR: Director of Central Intelligence

THROUGH: Deputy Director for Science and Technology

SUBJECT: OXCART/BLACK SHIELD Quick Reaction Schedule

25X1A REFERENCE: Memorandum to DCI from Mr. Rostow, dated:
12 August 1966 [] 67,019/66)

1. This memorandum contains information for the Director of Central Intelligence.

2. Referenced memorandum requested that consideration be given to measures that could reduce the estimated 21-day deployment interval of OXCART to Kadena in the event of an emergency requirement. OXCART can be deployed and ready for operational missions commencing the 15th day after the implementation decision to deploy is received. An "emergency" capability could be realized on the 13th day. A phase schedule of preparatory actions and aircraft movement is included as Attachment I. The planned deployment route is included as Attachment II.

3. Quick Reaction Schedule (Attachment I):

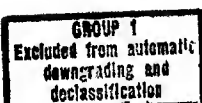
a. The first day is required to alert personnel and prepare them for deployment. Additionally, the advance operations control teams will depart via commercial air for Hickam AFB, Hawaii, and Kadena AB, Okinawa. Supporting C-141 airlift and KC-135 tanker units will be alerted against preplanned support schedules.

b. Airlift of equipment and personnel to Hickam, Wake Is. and Kadena will be accomplished on the second and third days. The planned arrival of personnel at all bases will provide sufficient time for their relocation and preparation of facilities and equipment necessary to support and receive the OXCART aircraft.

c. On the third and fourth days, KC-135 tankers will deploy to Hickam and Kadena. These tankers will support the aerial refuelings planned over Hawaii and Wake Is, respectively.

d. The KC-135 tanker movement on subsequent days is in direct support of the deploying A-12 aircraft. A primary and air spare tanker is planned for each aerial refueling. Additionally, a spare tanker will be on ground alert at each supporting base.

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e. The three A-12 aircraft will depart [] on alternate days commencing on the fifth day. Each flight is planned to be flown non-stop from [] to Kadena with three aerial refuelings enroute. Cruise segments of the route will be flown at supersonic speeds of Mach 2.9 and Mach 3.1. Adequate fuel reserves have been planned in the event of an airborne emergency requiring landing at designated enroute bases. This includes a single engine recovery capability at all times.

f. A Mission Plan Exercise (MPX) and Command Post Exercise (CPX) is planned for the 11th or 12th day to include complete simulated mission generation.

g. A primary and back-up A-12 is planned for each operational mission. It is estimated that the first and second A-12 aircraft should be operationally ready on the 11th day. Normally, this provides adequate ground time to ready both aircraft and systems for an operational mission. However, since this is the first OXCART operational deployment, it is considered prudent to estimate the first two aircraft as reaching an operational readiness status on the 13th day. Allowing one day for mission alert and generation, it is estimated that a "Normal" capability can be realized on the 15th day following the decision to deploy. An "Emergency" capability could be achieved by the 13th day, if required.

4. Department of Defense support previously committed to OXCART is considered adequate to conduct the above deployment and follow-on operations. This support is currently being re-affirmed at the USAF/CIA working level. Required scheduling revisions to the supporting operations and logistics plans are in process.

(Signed, Paul N. Bacalis)

PAUL N. BACALIS

Colonel, USAF

Director of Special Activities

Attachments - 2

As stated

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APPROVED:

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8 AUG 1968

Deputy Director for Science and Technology

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OXC/OSA [] (18 Aug 66)

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